

In India, as elsewhere (says a correspondent), bicycles are in full vogue just now. Even the jockeys use them, and it is curious to trace the number that are ridden down to the racetrack every morning. A well-known trainer says that the majority of jockeys won't ride a horse down to the course but prefer their bikes. A Cyclog Gymkhana was held a little while ago in Calcutta. The programme embraced a musical ride on military lines, a riding competition for ladies, test-pegging on cycles, and some comic and novel events.

A LOCAL Japanese paper, says the Yokohama Herald, reports that Mr. Dickinson, of the Hongkong and Shanghai Banking Corporation, was robbed of 31 articles of clothing and 28 yen, by Tsuchiya Sakichi, a boy employed at the Club Hotel, where Mr. Dickinson was lodging. The man pawned the clothes with a pawnbroker at Motomachi Ichibome, but Mr. Dickinson having given information to the Settlement Police, Mr. Nakajima, a detective, found the stolen clothes in the pawn-shop, whereby the culprit was traced and he was arrested on the 20th ult.

THE London & China Express hears that the regulations the Japanese have made with regard to the camphor trade of Formosa are still the subject of diplomatic negotiation. Seeing that in only about two years' time the interior of Japanese territories will be open to trade and residence by foreigners, there seems a very good case that what existed as custom under the Chinese Administration should continue for so short a time until it becomes, by treaty, a right. There is naturally some difficulty in the matter but the British Government is doing what it can, and feels somewhat strongly on the way the Japanese Administration has treated British subjects in the camphor trade.

THE last mail brought news of another wreck involving the loss of four lives, on the rocks near Ushant, not far from where the Drummond Castle was lost. The ill-fated vessel was the steamer *Belguica*, bound from Bayonne to Antwerp, which got out of her course, and the survivors allege, through some defects in the lights ashore, and struck on the rocks. She very quickly filled and sank. Eleven of the crew got into the second lifeboat, and, after drifting for thirty-six hours and suffering terrible privations, were picked up by the *Glun Dohert* and landed on Jan. 9th at Dover. Three others got in a small boat and succeeded in reaching Erev. The captain (Capt. Kaerling) refused to leave his vessel, and he and the remaining three of his crew were lost.

THE dress rehearsal of "Les Cloches de Corneville" by the Amateur Dramatic Club took place last night at the Theatre Royal, before a full house. The piece went off without a hitch and the stage manager and conductor deserve every praise for the able manner in which the piece has been staged and the chorus trained. The scenery is most effective, especially in the second act where some fine moonlight effects are introduced. The dresses are pretty and the colours so arranged as to avoid any clashing one with another. Serpentine's costume in the last act is particularly striking while the "get up" of Gobo is comical in the extreme. The piece however, appears to be rather long and if many encores are responded to will probably need cutting down a little to avoid treading on the heels of the morning.

THE CHINESE IN FORMOSA.

The question of the status of Chinese in Formosa has again come up for discussion. Art. V. of the Shimonoeseki Treaty reads as follows:—

The inhabitants of the territories ceded to Japan who wish to take up their residence outside the ceded district shall be free to do so, and their property and rights shall be secured. In the event of the present Act shall be granted. At the expiration of that period those inhabitants who shall have taken up their residence shall, at the option of Japan, be deemed to be Japanese subjects.

In regard to this question, the *Yorodan Chohu* learns from the authorities of the Colonial Department that the number of the Chinese residents in Formosa at present is between 2,000,000 and 2,500,000. During the time of Count Katsura's tenure of the office of Governor-General, a notice was issued from time to time, reminding the Chinese that they were at liberty to dispose of their real estate and leave the island during two years from the date of the Shimonoeseki Treaty and that those who elected to go would have their passage money paid. They were also reminded that if they delayed disposing of their estates until the last moment, prices would decline and they would probably find a great difficulty in finding buyers.

Few of them, however, were influenced by the warnings of the Governor-General, and only two well-known men, Lin Wai-yuen and Lin Chang-tung, made preparations to leave the island. Under such circumstances the Chinese now residing in Formosa, who number about two millions and a half, will, it is to be presumed, become Japanese subjects after the 8th May this year.

The Tokio Journal goes on to state that the question is arousing much interest and discussion among Japanese politicians, who ask whether these new Japanese subjects, attired in Chinese dress and wearing a queue, will not be discredited upon real Japanese. It is also asked what will happen when men doing themselves Japanese, but wearing a queue, desire to obtain admission into America and Australia. A question is therefore to be submitted to the House of Representatives concerning the status and treatment of the Chinese in Formosa after the 8th May. The *Yorodan Chohu* understands that no definite policy has yet been formed by the Government, but it is believed that "the rights of the new subjects in Formosa will be in some way distinguished from those enjoyed by the Japanese subjects proper," which means, we presume, that certain disabilities will be imposed on them. It is also understood that some measures of control will be adopted over those who proceed to the mainland or emigrate to foreign countries to engage as labourers, though how this will be possible we fail to see. However, it is thought improbable in the present condition of affairs in Formosa that the point will arise in practice, as very few Chinese leave the island to go abroad as labourers. The whole question, however, is surrounded with difficulties, and it will be interesting to discover how they are surmounted.—*Chronicle*.

THE HONGKONG RACES.

Stewards:—R.R. Sir William Robinson, K.C.M.G.; H.E. Vice-Admiral Sir Alex. Buller, K.C.B.; H.E. Major-General Wilson Black, C.B.; C.M. S. C. Holland, R.N., A.D.C.; Lt. Colonel The O'Gorman, C.S.O.; The Hon. J. J. Bell-Irving; The Hon. C. P. Chatter; A. Coxon, Esq.; D. Gillies, Esq.; R. M. Gray, Esq.; M. Grote, Esq.; C. P. Harton, Esq.; T. Jackson, Esq.; The Hon. F. H. May, C.M.G.; The Hon. T. H. Whitehead.

Clerk of Scales:—C. F. Hutton, Esq.
Judge:—The Hon. C. P. Chatter.
Starter:—M. Grote, Esq.
Second Starter:—S. A. Deacon, Esq.
Horn Blower:—A. Counts, Esq.
Clerk of the Course:—T. F. Hough, Esq.

OFF-DAY, SATURDAY, 20TH FEBRUARY.
There was no break in the black cloudy weather of the last three days, the natural sequence being a considerable falling off in the attendance. The contests were fairly interesting, but the Malcom's Champions, which was won very easily by Dunblane, was short of the usual excitement attached to this popular event owing to the lack of judgment with which Boonstrong and White Rose were ridden, the killing pace they went for the first 3 miles completely precluding a tussle with the Amoy stayer in the Straight.

We greatly regret to have to record a most unfortunate, and we fear serious, accident that happened to Mr. Hart Buck while he was riding Voltaireur in the Steeplechase. He started favourite and went splendidly throughout until the last jump was reached. In "taking off" for this he appeared to stumble. He fell heavily in negotiating the ditch, throwing his rider and rolling over on his back. The pony soon got up, but the rider did not move and the police ran up to discover he was seriously hurt and insensible. Dr. Atkinson and Surg.-Capt. Edye, who witnessed the accident, were soon on the spot and brought him round, but he was, we regret to say, so seriously injured that it was necessary to carry him off the course in a police ambulance straight to hospital.

Before closing this notice of the races we must give the Police a well-deserved word of praise for the manner in which they performed their duties throughout the meeting. The men on duty on the course were under the control of Deputy Superintendent Concoran and Chief Inspector Mackie and they performed their duties very efficiently. The important matter of regulating the traffic was in the hands of Inspector Mann (No. 2. Station) and this energetic officer and his staff discharged what has been a really arduous duty in the most satisfactory manner, not one accident or mishap being reported.

The band of the West Yorks, conducted by Bandmaster Bentley, played in front of the Grand Stand today and their excellent music was much enjoyed.

The results of the races are as follow:—
The "GLIN" Cup; presented; second pony to receive 70 per cent. of the entrance fees; third 30 per cent. for all beaten subscription griffins of this season, 1896-97; placed ponies penalised 7 lbs.; entrance \$10. One mile.
Mr. Drysdale's g. Gaudet, 1st 15lb.
Mr. Buxy's g. Sport, 1st 11lb.
Mr. Cox 2
The ponies kept up a neck-and-neck up to the half-mile post, when Sport came away, and at the three-quarter mile post, when Gaudet, Capt. Hunt now set to work and gradually gaining on him passed him in the Straight and won by two lengths. Time, 2 min. 17 sec.

The "RED FISH" Cup; presented; second pony to receive the entrance fees; for all beaten subscription griffins at this meeting; weight for inches at per scale; allowances: Unplaced Derby griffins 5 lbs.; unplaced subscription griffins 7 lbs.; entrance \$5; fourth day winners barred. One mile and a half.
Mr. David's g. Foeman, 1st 12lb.
Mr. Jones 1
Mr. Derrick-Hunter's d. Blue-fire, 1st 11lb.
Mr. Master 2
Mr. Trio's br. Polo, 1st 12lb.
Mr. Sampson 3

This was a great "up-set," almost everybody expecting Mr. Master to win easily. Foeman, ridden very skilfully throughout, snatched the victory from Blue-fire inside the distance and won by a length. Time, 3 min. 17 sec.

The "LUCKY" Cup; presented; second pony to receive the entrance fees; for beaten Subscription Griffins of this season; ponies that have won second penalised 3 lbs.; unplaced ponies allowed 3 lbs.; weight for inches as per scale; entrance \$5; fourth day winners barred. Three-quarters of a mile.
Mr. Trio's g. Wakeful, 1st 12lb.
Mr. Sampson 1
Mr. Sam's ch. Sunflower, 1st 10lb. Mr. Gresson 2
Mr. Waylong's br. Cumshaw, 1st 12lb.
Mr. Jones 3
Mr. David's g. Dementie, 1st 12lb. Mr. Cox 0
Messrs G. Stewart & Loveband's Harkway 1st 13lb.
Capt. Loveband 0
Wakeful jumped off with the lead and taking the rails held premier position to the end, winning by a couple of lengths from Sunflower in 1 min. 40 sec.

THE MAYOOS' CHAMPIONS; first prize, \$25; second prize, \$15; third prize, \$5; for winners only; weight 10st; entrance \$5. One mile and a quarter.
Mr. Boyd's g. Dunblane Monso 1
Mr. John Peel's d. Boomerang The Old Man 2
Mr. Buxy's blk. Black Eagle Monkey 3
Mr. Drysdale's g. Gaudet Ah Foo 0
The Neighbour's g. Landsturm Soberman 0
Passing the Grand Stand White Rose was leading, closely followed by Dunblane, Boomerang and Black Eagle. Going up the hill Monso gave Dunblane his head and this fine old racer at once walked past the high-priced White Rose and, leading by two lengths into the Straight, won in a common canter from Boomerang, Black Eagle being a fair third and White Rose fourth. Time, 2 min. 39 sec.

THE HONGKONG STEEPLCHASE CUP; for all China ponies; previous winners of a steeplechase 5 lbs. extra; entrance \$5 to go to second place only; weight 10st; entrance \$5. One mile and a quarter.
Mr. Worthy's d. Bellringer, 1st 11lb. Mr. Cox 1
Mr. Stern's d. Bravo, 1st 11lb. Mr. Gresson 2
Messrs G. Stewart & Loveband's d. Hasteaway, 1st 6lb (all over weight) 0
Mr. Hart Buck's ch. Voltigeur, 1st 11lb.
Mr. Hart Buck 0
Won easily by Bellringer owing to Voltigeur coming to grief at the last jump and falling and seriously injury Mr. Hart Buck.

THE "PINKETTES" CUP; presented; for all beaten ponies at this meeting; placed ponies 5 lbs. extra; griffins of this season allowed 5 lbs.; weight for inches as per scale; entrance \$5 to go to second pony; fourth day winners barred. One mile and a quarter.
Mr. Buxy's ch. Comet, 1st 11lb. Mr. Cox 1
Mr. Trio's br. Polo, 1st 12lb. Mr. Loveband 2
Mr. Jay's g. Sperber, 1st 10lb. Mr. Master 3
Mr. Drysdale's g. Gaudet, 1st 10lb. Mr. Jones 0
Mr. Drysdale's g. Gaudet, 1st 10lb. Mr. Jones 0

Sinfel and Shiley William were beaten at the Rock and Comet, had passed by Polo, and with Sperber in hot pursuit, led past the village and into the Straight, where Polo challenged but, being unable to respond to his rider's repeated call, he secured only second place; Sperber a good third. Before a start was effected Polo bolted round the course, and this doubtless greatly diminished his chances of victory. Time, 2.44.

THE MAYOOS' RACE; first prize, \$20; second prize, \$10; third prize, \$5; for all beaten ponies; weight 10st; entrance \$5. One mile.
Mr. John Peel's b. Totals, 1st 10lb. Mr. Master 1
Mr. Boyd's g. Congo, 1st 10lb. Mr. Master 2
Mr. Arnold's d. Straightforward, 1st 10lb. Mr. Master 3
Messrs McKie & Gove's blk. addab-toss, 1st 10lb. Mr. Master 0

Mr. Royd's b. Kartos, 1st 10lb. Mr. Master 0
Mr. Gustav's ch. Red-fire, 1st 10lb. Mr. Master 0
Mr. John Peel's ch. Heatherbell, 1st 10lb. Mr. Master 0
Mr. Gustav's spd. Competitor, 1st 10lb. Mr. Master 0
Mr. Bobbick's g. Sancy, 1st 10lb. Mr. Master 0

Alter a couple of false starts the field was despatched on pretty even terms. Heatherbell soon rushed to the front and by the time the Village was reached Totals had the lead from Straightforward, and totalling off a challenge from Congo won pretty easily; Straightforward a good third.

SAILORS' RACE; first prize, \$15; second, \$15; third, \$10. One round.
This race, as usual, caused any amount of amusement for the spectators. There were eight starters, and it was great to see the attempts of the various riders to get a slight advantage at the start. Ultimately good start was effected, but Victor soon took the lead and going at a rattling pace up the Back Street led up the hill, with Sport, who was capriciously ridden by Wright, of the *Centurion*, catching him at every stride. Approaching the Village Jeffrey gave Victor his head (or rather the smoke took charge) and he raced after Victor, who by this time had been caught by Sport, in fine style ultimately securing second place, Sport winning easily by a length amidst loud applause. Victor was third, as soon as the race was over, and the rider of Sport had done his best to run over the *Telegraph's* reporter in the Enclosure, the prizes were awarded to the winners as follows:—

Sport, ridden by Wright of H.M.S. *Centurion*, 1st.
Victor, ridden by Paul of H.M.S. *Porpoise*, 2nd.
Victor, ridden by Jeffrey of the *Victor Emanuel*, 3rd.

This event brought to a close one of the most pleasant Race Meetings ever held in Hongkong. The whole meeting, notwithstanding the wretched weather, was a success on which we very heartily congratulate all who were in any way responsible for the arrangements. There was no hitch and barring the unfortunate accident in the Steeplechase, everything worked as smoothly and regularly as possible from beginning to end.

ANALYSIS OF THE RACING.

RIDERS' RECORD.		1st	2nd	3rd	Unplaced.
Mr. Crawford	.....	10	3	1	5
Mr. Master	.....	8	7	5	4
Mr. Reynolds	.....	7	5	4	7
Capt. Hunt	.....	2	4	1	4
Capt. Loveband	.....	1	2	4	4
Mr. Jones	.....	1	2	1	17
Mr. Cox	.....	1	3	16	
Mr. Sampson	.....	1	2	12	
Mr. Hart Buck	.....	1	0	15	
Mr. Gresson	.....	0	2	13	
Mr. Boyd	.....	0	1	3	
Mr. Anderson	.....	0	1	1	
Mr. May	.....	0	1	4	
Mr. David	.....	0	0	1	
Capt. Edye	.....	0	0	2	
Mr. Lawford	.....	0	0	3	
Mr. Gedge	.....	0	0	4	
Dr. Penny	.....	0	0	6	

Dead-heat counted in favour of both riders.

OWNERS' RECORD.

OWNERS' RECORD.		1st	2nd	3rd	Unplaced.
Messrs McKie & Gove	.....	9	2	1	3
Mr. John Peel	.....	7	6	7	10
Mr. Buxy	.....	6	5	10	
Mr. Drysdale	.....	4	1	5	
Mr. Stern	.....	1	3	3	
Messrs Stewart & Loveband	.....	1	2	5	
Mr. David	.....	1	1	6	
Mr. Boyd	.....	1	1	8	
Dr. Noble	.....	1	0	4	
Mr. Hart Buck	.....	1	0	3	
Mr. Medico	.....	1	0	1	
The Neighbour	.....	1	0	2	
Mr. Gustav	.....	0	2	9	
Mr. Arnold	.....	0	2	2	
Mr. Newby	.....	0	1	3	
Mr. Waylong	.....	0	1	5	
Mr. Tibbo	.....	0	1	6	
Mr. Bobbick	.....	0	1	15	
Mr. Trio	.....	0	1	2	
Mr. Tomrose	.....	0	0	3	
Mr. Linton	.....	0	0	1	
Mr. Ramer	.....	0	0	1	
Mr. Worthy	.....	0	0	2	
Mr. Jay	.....	0	0	3	
Mr. Quintet	.....	0	0	3	
Mr. Walter	.....	0	0	3	
Mr. Sam	.....	0	0	4	

Dead-heat counted in favour of both owners.

CAPTAIN TIPPLE AND THE TOKIO MARINE COURT.

After the finding of the Tokio Marine Court as to the stranding of the *Hongkang*, Captain Tipler sent in his resignation to the Nippon Yusen Kaisha directors. Those who read the reports of the inquiry could not but feel some sympathy for Captain Tipler, whose evidence was subjected to a series of running comments by Captain James, the adviser of the Court, such as would never have been allowed in a Court judicially conducted. We notice that reporters were not admitted into the Court when the finding was delivered, but the *Yokohama Mail*, "to demonstrate their presence in the Court would have done to the benefit of the public," subjects the following report of a little incident that occurred at the close of the reading, by Captain James, of the finding of the Court:—

Capt. Tipler asked permission to lay before the Court the "China Sea Directory Supplement," corrected to 1895, wherein the Eastern track (i.e. 30 deg. E. of the Bombay Shoal) is stated as the track for steamers going north.

INDIAN FAMINE RELIEF FUND.

The Honorary Treasurer of the Indian Famine Relief Fund begs to acknowledge receipt of the adrocted subscriptions:—

Already acknowledged	.....	\$32,439
Per Chairman Tangwah Hospital Committee	.....	\$8,980
Hongkong Land Investment Co., Ltd.	.....	200
Foreign Staff Kowloon Customs	.....	120
C. J. Gump & Co.	.....	100
L. Yuen Oplum Firm	.....	100
Hon. W. M. Goodman	.....	50
Geo. Fenwick & Co., Ltd.	.....	50
F. Leyburn	.....	50
Dr. P. B. C. Ayres	.....	50
W. Lyssaght	.....	50
A. Friend	.....	50
L. O. Seaton	.....	25
Sidney Hancock	.....	25
E. Edulji	.....	20
L. P. J.	.....	20

\$42,109

MR. MCKINLEY'S POLICY.

AN INTERESTING FORECAST.

A dispatch to the *New York Evening Post* signed by the President of the St. Paul Board of Trade gives the following as an outline of Mr. McKinley's policy:—

- (1) Immediate revision of the tariff on moderate protection lines. No extremely high duties might foster trusts or defeat the purpose of obtaining adequate revenues to pay the expenses of government.
- (2) Restoration of the reciprocity treaties of the Harrison Administration.
- (3) Maintenance of all kinds of money on a parity with gold.
- (4) Efforts towards international bimetallicism in fulfilment of the pledge of the St. Louis platform.
- (5) Gradual retirement of greenbacks as soon as Government has a surplus of revenue to apply to this purpose and some other form of currency, bank or metallic, can be substituted for them. No new issue of bonds will be favoured for the purpose of taking up the greenbacks. Possibly some plan may be suggested for the virtual retirement of a considerable part of the greenbacks and Treasury notes by their use as part of the bank reserve.
- (6) Strengthening the gold basis of the currency.
- (7) Enlargement of the national bank system to enable independent banks or branches of city banks to be carried on in small towns. This might lower the interest rate in country districts and tend to lessen the present capital tie of money towards the large cities.
- (8) Economy in Government expenditures to correspond with the economies enforced in all other lines of business by the conditions of the time.

It is given, not with any assumption of authority, says the author, but as a condensed statement of the views, as expressed by the President-elect. The last three paragraphs, which are the most important, are new.

DEATH OF SIR ISAAC PITMAN.

Sir Isaac Pitman, inventor of the system of shorthand writing, died on 22nd ult. He was born in 1813. Sir Isaac's career was one of unrelenting energy and devotion to public interest. He was during the early years of his married life a successful teacher, much interested in his profession, broad and philanthropic in his instincts and strong always on the side of the truth. His first determination towards the work which became the absorbing motive of his life was the result of a stand made "for conscience's sake." He was occupied as a teacher in an Episcopal school when he became a convert to the Swedenborgian faith, and was obliged in consequence to give up his position. He was always an indefatigable worker and a man whose creative power could not long be delayed in finding its natural outlet. His rapid interval he settled in London, where his rapid success in publishing treatises on a new method of phonetic shorthand writing, started a phonographic journal, established a printing office to carry on the business of phonographic publication, organized phonographic societies and struggled to create a sentiment in favour of English spelling reform. His working day began at 6 o'clock in the morning and ended at 10 at night—days of active and productive energy. The original feature of the Pitman system is that it is based upon the representation of sound by written characters, whereas the earlier systems undertook to represent words as they appeared to the eye, working from the orthography of the word, characteristic temptations and so on. Pitman also devised an alphabet which he composed of such pen strokes as could be made with maximum ease. The German system, also phonetic, uses as its alphabet the shortest possible lines without regard to the ease or difficulty of making them. These two systems, or some combination of them, are the basis of all important methods of shorthand reporting in use to-day. Sir Isaac was knighted by the Queen in 1894.

THE DEVELOPMENT OF SIBERIA.

In a recent issue the Editor of the *New York Maritime Register* comments on the development of Siberia as follows:—

Nearly five thousand miles of territory will be traversed by the trans-Siberian railroad upon its completion. A large extent of country has already been thrown open to settlers and the work of developing the resources of that country will not be long delayed. Iron and coal are in abundance, less the facilities of transportation only being needed to give impetus to extensive mining operations. Capital will not be wanting to carry these forward. Possessing these advantages, Russia should become in time a strong competitor in the markets of the world.

The need of that country at the present time is more so, particularly on the Pacific coast. The harbor of Vladivostok, the proposed terminus of the trans-Siberian railroad, is closed by ice during the winter season. This is a very great disadvantage, but it will be very likely overcome through the acquiring by Russia of the hinterland to the south of that port that will be open to the sea when the shipping. The railroad might then be connected with them. The recently developed influence of that country in the Far East will be sufficient, no doubt, to secure whatever may be needed by it in respect of outlets on the Pacific for her products when the proper time arrives.

The work on the trans-Siberian railroad is being pushed with great rapidity, and its completion is a matter of only a few months. When this is accomplished Russia will have to be taken into account as a rival of our own country in the Oriental trade. The climate and soil of the very wide belt of territory in Siberia through which her great railroad will pass are extremely favourable for agriculture generally. With the advantages for production and the advancement already made in the petroleum oil trade, that country will prove a very serious rival. Russia in respect of trade is not in a pessimistic position.

THE GOVERNING EMOTIONS OF EUROPE.

At the present time when the Eastern Question has once more come prominently into the foreground of European politics the following from the *Spectator* will doubtless be found interesting:—

We are all proud of Europe, its energy, its power, and we suppose it, looking at the world as a whole, the pride is not entirely unreasonable. Europe is first among the continents, and this not only in physical force. We question, however, whether the history of the future, if he knows his facts accurately and is impartial, will regard the last decade of the century as deserving of special laudation. On the contrary, he will probably say that while individual industry, enterprise, and ingenuity considerably advanced the well-being of mankind, the action of the nations was chiefly marked by jealousy almost beyond reason, and ill-humour almost inconsistent with character; and it will be difficult to prove that he has been too severe. Europe is governed in the main by those evil weaknesses. The jealousy among the peoples in particular is almost to be marvellous. It is positively and directly impeding the work of civilization in Egypt, in Morocco, in the Niger, in Eastern Africa, in Central Africa, and in Manchuria, and indirectly in South America, in New Guinea, and in the West Indies. In all those regions no European nation concerned can take any step, however needed or however beneficial, without fierce remonstrances from some other nation and in a war of jealousy as so deplored that they lead to threats of war. No language is too strong to describe the jealousy of France as to the British advance into the desert, as to everything we do, or rather do not do, in Siam, or as to any question whatever which arises in Tangier. And even France is rancorous when compared with Germany, agents in Zanzibar, or with the German Emperor when anything happens which arouses what may be called his prophetic jealousy as to the ownership of Delagoa Bay. Russia is more quiet, but she watches Great Britain everywhere with eyes that never sleep, while all questions affecting Turkey in the attitude of men who expect to see themselves rewarded while their rivals are aggrieved. By the consent of all the well-informed, the entire mass of misery now existing throughout the old Western Empire of Rome could be brought to an end almost instantaneously but for the jealousies of the Powers as to the future distribution of the territory. It is not true to say, as is sometimes said, that these jealousies are policies or that the root of the evil is that the crux of quarrel are engaged in a rivalry of "concessions," quarrel and intrigue over every possible new market, and go beside themselves if one of their rivals discovers a new gold-mine. Nor is it wholly true to say that the jealousies are confined to the Foreign Offices, which regard themselves as trustees, and must raise disputes, if only about ancient rights, or assessments, or rights of way. If the bulk of the peoples are still too ignorant to feel suspicious of national rivals, the newspapers must be to some extent in accord with their readers, and the newspapers, not excluding our own, are just as full of jealousy as the Foreign Offices, content with acidity on every point taken by a rival nation, as involving some threat in the future, and are full of fighting venom if France sends an officer into "Samory's country," or Russia holds her flag on a square mile of territory on the coast of the Red Sea, or America vaguely "considers" the annexation of Hawaii. It is jealousy, and nothing better, which paralyses Europe in Turkey; jealousy which prevents Europe from assuming a definite, permanent, and peaceful leadership in Asia and Africa; jealousy which forbids any improvement in intercommunication as would really bind three of the continents together in close and civilizing bonds. There is no railway, for example, between Europe and Southern Asia which would not excite a storm of diplomatic protests; while even Russia, in her Northern localities, is half afraid that the road which she is making for herself from the Baltic to the North Pacific, and which must one day extend from Hammerfest on the Atlantic to the Gulf of Pechili, may be interrupted by threats of war.

The Continental world is positively crushed down with armaments; every new discovery in explosives costs millions in expenditure and new rifles; while the outlay on artillery and quick-firing marine-guns advances as if the nations believed that the one which voted the last shilling must inevitably be the victor. We do not scruple to say that if the nations of Europe trusted one another as much as citizens trust one another when passing each other in the streets, Europe could be relieved annually of a hundred millions of taxation, and two millions at least of white men could be released from unproductive and exceedingly painful labour. Not only can this not be done—not only that in, cannot armies be reduced to reasonable proportions, say a hundred thousand men in barracks for every twenty-five millions of people—but so deep is the fear, so imperfect the self-reliance, that a change of the smallest moment in one country is instantly imitated in another; that horses and guns are counted down to half-dozen; that the portentious news, "Herr Krupp is making experiments," excites a thrill in half a dozen first-class capitals, and if confirmed will set all dealers in destructive chemicals agog. It is a certainty that if any one invented a rifle or a gun, better than those now used, the whole of Europe would adopt it, whatever the cost, and would believe sincerely that the Power which obtained its supply first would instantly invade the others, probably without a declaration of war. There is no confidence whatever that any State would have the fair play given, for instance, in the old quarrel—England asked a quite considerable proportion of the taxes to be expended on preparations for what is called "quand mobilisation"—that is, on readiness to strike before an enemy is ready, or to defend oneself against an unexpectedly sudden blow, which is so universally expected, that there is throughout Europe, outside England, a popular readiness to hang upon. That single fact, that in every city of the Continent the rough populace will seize and maltreat or kill any strange artist seen sketching any portion of a tower, or a measure of the depth of the sea which, however it may be well, universally prevails. No people, though armed to the teeth, feels any security, or apparently of the pride which would have induced the fighting-men of old to abstain from complaints, to trust their defences, and to possess their souls in patience until the attack came. All Europe is in the state in which the women of our Southern counties were when Bonaparte was rightly expected to land, a state compounded of nerves, credulity, and a very clear idea how terrible the results of an invasion actually would be. As to doing anything, such as restoring Turkey, the nations regard such proposals either as imprudences or as an English farmer would regard a proposal to set fire to a cornfield because, from the harvest, somebody appeared to be committing murder under shelter of the corn.

The cure? The very worst of the situation is that there is no cure.

NOTANDA.

CALENDAR.

Meteorological means based on ten years' observations to 1895.
Barometer 30.148
Thermometer 57.3
Humidity 79
Rainfall 1.76 inches.

TO-DAY.
On date at On date at
10 a.m. 4 p.m.
Barometer 30.15
Thermometer 50 52
Humidity 81 70
Rainfall 0.01

Saturday, 20th February, 1897.
Chinese—19th of 1st moon of 23rd year of Jew-h. 1814 A.D. 5657. [Kwong-si

NOTICES.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Office of the Company No. 14, Praya Central, on MONDAY, the 22nd February, 1897, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1896, and of approving by resolution of the proposed purchase of Kung-Ham Inland Lots Nos. 171 and 172 and of the proposed extension to Kowloon Marine Lot No. 27 and to Kung-Ham Marine Lot No. 1 on terms to be stated.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

HONGKONG, 1st February, 1897. [207]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

NOTICE.

THE ELEVENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, 38 & 40 Queen's Road Central, on MONDAY, the 22nd instant, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ending 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 24th inst., both days inclusive.

By Order,
HART BUCK,
Secretary.

HONGKONG, 10th February, 1897. [273]

THE HONGKONG AND KOWLOON
WHAFF AND GODOWN COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the Company, 14, Praya Central, at 12 o'clock (NOON), on THURSDAY, the 23rd February, for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1896.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 23rd February, both days inclusive.

By Order,
EDWARD OSBORNE,
Secretary.

HONGKONG, 6th February, 1897. [269]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on FRIDAY, the 26th day of February, 1897, at 12 o'clock in the afternoon, to receive a Statement of Accounts to 31st December, 1896, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th February, both days inclusive.

JARDINE, MATHESON & Co.,
General Managers,
HONGKONG FIRE INSURANCE CO., LD.

HONGKONG, 30th January, 1897. [216]

THE VICTORIA DISPENSARY.

NOTICE is hereby given that the INTEREST OF DAKIN, CRUICK, SHANK & CO. LIMITED, in the Business heretofore carried on by them at the VICTORIA DISPENSARY CEASED and DETERMINED on the 14th instant.

Outstanding Accounts of DAKIN, CRUICK, SHANK & CO. LIMITED before the 14th instant will be PAID by the Underigned who will also Collect and Receive all Accounts DUE to the said Firm.

The BUSINESS will be carried on in the future under the Style of "THE VICTORIA DISPENSARY."

J. R. CAPELL,
Manager.

HONGKONG, 30th January, 1897. [219]

THE RAUB AUSTRALIAN GOLD MINING
COMPANY, LIMITED.

TENDERS are invited and will be received up to NOON of 31st March next, at the Office of the Company, both in BRISBANE and SINGAPORE, for 10,000 CONTRIBUTING SHARES of £1 each Paid-up to 10s. 6d. each in the RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

Tenders, which should be sealed and unscrupled "TENDER FOR UNALLOTTED SHARES," must quote a price in Sterling per Share for a minimum of 200 Shares or for any multiple of 200 Shares up to the maximum of 10,000 Shares and must be accompanied by 2s. 6d. deposit per Share, which will be returned in case no Allotment is made.

SCRIP will be issued on BRISBANE or SINGAPORE REGISTER to suit Purchaser.

The highest or any Tender not necessarily accepted.

By Order of the Directors,
C. P. DERRICK,
Local Secretary.

Singapore, 1st February, 1897. [265]

THE RAUB AUSTRALIAN GOLD MINING
COMPANY, LIMITED.

A DIVIDEND OF ONE SHILLING per Share has been Declared PAYABLE on 15th March, 1897, in BRISBANE in respect of Shares on the Brisbane Register, and in SINGAPORE in respect of Shares on the Singapore Register.

Notice is hereby given that the SINGAPORE BRANCH REGISTER will be CLOSED from 1st to 15th March, 1897, inclusive.

Notice is also given that no Transfer of Shares from the BRISBANE REGISTER to the SINGAPORE REGISTER or vice versa will be given effect to after 2nd February, 1897, until 16th March, 1897.

By Order of the Directors,
C. P. DERRICK,
Local Secretary.

Intimations.

WASTE OF TIME

for us to "puff" our preparations, as every maker's goods are "the best" in his own estimation.

PEACH-BLOSSOM SOAP

AND

CHAMPAGNE BITTERS,

are number ONE.

Proprietors,

Hongkong, 13th February, 1897.

WATKINS & CO.

THE
CLUB HOTEL

5, BUND, YOKOHAMA.

HOTEL
METROPOLE

1, TSURUJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,
YOKOHAMA.L. DEWETTE, Manager,
TOKYO.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLESFOR
MILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co., Paris

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HALLOONG,"
Captain Milne, will be despatched for the above Port TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 10th February, 1897. [331]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND
SOERABAYA.

THE Company's Steamship
"FAUSANG,"
Captain N. Monner, will be despatched as above on MONDAY, the 22nd instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 10th February, 1897. [315]

"SHELL" LINE OF STEAMERS.
FOR MARSSELLES.

THE Company's Steamship
"BULLMOUTH,"
Captain Davies, will be despatched as above on MONDAY, the 22nd instant.

For Freight, apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 18th February, 1897. [326]

AUSTRIAN LLOYD'S STEAM NAVIGATION
COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT).

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"MARIA VALERIE,"
Captain A. Felner, will leave for the above Ports on or about the 22nd instant.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 16th February, 1897. [318]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship
"KWEIYANG,"
Captain Osterbridge, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th February, 1897. [327]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE,"
Captain Ellis, will be despatched for the above Ports on SATURDAY, the 27th instant.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are embarked.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 18th February, 1897. [347]

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"
to sail about 25th February, 1897.

S.S. "STRATHLEVEN," to sail about 1st March, 1897.

S.S. "MACDUFF," to sail about 2nd March, 1897.

For Freight or Passage, apply to
DODWELL CARLILL & Co.
Agents.

Hongkong, 12th February, 1897. [330]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.

FOR LONDON AND ANTWERP,
VIA SINGAPORE, PENANG, COLOMBO,
PORT SAID AND MARSEILLES.

THE Company's Chartered Steamship
"BALMORAL,"
Commander MacRipha, will be despatched as above on SATURDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 10th February, 1897. [335]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"PROMETHEUS,"
Captain Day, will be despatched as above on MONDAY, the 1st March.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th February, 1897. [322]

THE CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF
CALL.

(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"NINGCHOW,"
H. Willis Jones, Commander, will be despatched as above on or about the 5th March.

For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 13th February, 1897. [374]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRALIA LINE.
MONTHLY SERVICE.
(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE,
BRISBANE, SYDNEY AND
MELBOURNE.

THE Company's Steamship
"TOKIO MARU,"
Captain E. S. Barton, will be despatched for the above Ports on TUESDAY, the 16th March, at 4 P.M.

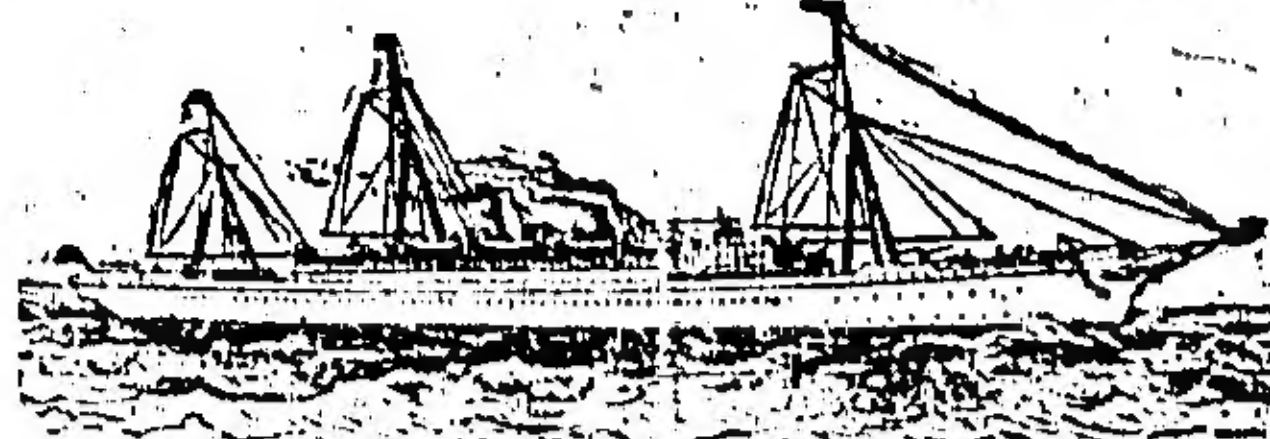
This Steamer possesses Superior Passenger Accommodation, and carries a duly qualified Doctor and a European Stewardess.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA.

Hongkong, 14th February, 1897. [385]

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage from YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from the PACIFIC to the ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embrace the PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by this Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 17th February, 1897. D. E. BROWN, General Agent,
Pulley's Street. [3]

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA AND
EUROPE.

THE OVERLAND RAILWAYS.
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capitol (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 24th Feb., at Daylight.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Saturday, 13th March, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Thursday, 1st April, at Noon.

THE Company's Steamship
"COPTIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 24th February, 1897, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 10th February, 1897. [3]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAHLER'S PATENT MOTOR LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 19th May, 1896. [37]

U. S. MAIL LINE.
PACIFIC MAIL STEAM-
SHIP COMPANY.INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 2nd March, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) ... Tuesday, 23rd March, at Noon.

City of San Francisco (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama and Honolulu) ... Tuesday, 13th April, at Noon.

THE U. S. Mail Steamship
"CITY OF RIO DE JANEIRO"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 2nd March, 1897, at Noon taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 10th February, 1897. [3]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DA